

5th Street Improvements Project
Alternatives Comparison Relative to Community Concerns
January 6th, 2010

COMMUNITY CONCERNS	Alternative 1a - Two Way on 5th, Harrison to Hwy 214	Alternative 1b - Two Way on 5th, Harrison to Hwy 214 with Yew Street Extension	Alternative 2a - Couplet, SW traffic on 5th and NE traffic on 3rd with Yew Street Extension	Alternative 2b - Couplet, NE traffic on 5th and SW traffic on 3rd with Yew Street Extension	Alternative 3 - Pedestrian Bridge over Hwy 214	Alternative 4 - No Build
Traffic	Traffic could be similar to current traffic on Astor, Country Club or Park Streets. Most of the new traffic is anticipated to be from residents adjacent to 5th Street and Meridian Street. 5th Street will not attract cross-town traffic like Settlemier or Front Street given the low speed limit, residential nature, and lack of a straight through-route south of Harrison or north of Hazelnut.) A traffic model is currently being developed to estimate changes to ADT and truck percentage on 5th and the surrounding streets.	Traffic could be similar to current traffic on Astor, Country Club or Park Streets. Most of the new traffic is anticipated to be from residents adjacent to 5th Street and Meridian Street. 5th Street will not attract cross-town traffic like Settlemier or Front Street given the low speed limit, residential nature, and lack of a straight through-route south of Harrison or north of Hazelnut.) A traffic model is currently being developed to estimate changes to ADT and truck percentage on 5th and the surrounding streets.	Increased traffic stated for Alternative 1 will be split between 3rd and 5th Streets. Access to residences and streets from 3rd and 5th will be limited from a single direction with a one way system.	Increased traffic stated for Alternative 1 will be split between 3rd and 5th Streets. Access to residences and streets from 3rd and 5th will be limited from a single direction with a one way system.	No change compared to existing conditions. Congestion will continue to increase on adjacent streets such as Settlemier.	No change compared to existing conditions. Congestion will continue to increase on adjacent streets such as Settlemier.
Air Quality	Preliminary modeling results using EPA's SCREEN3 indicate that exposure levels to pollutants from increased traffic on 5th Street would be well below the accepted thresholds established under the National Ambient Air Quality Standards and would not be a significant impact. Carbon monoxide (CO), the largest single criteria pollutant emitted from gasoline vehicles, does not approach concentrations anywhere near the 8-hour threshold of 10 mg per cubic meter of air.	Preliminary modeling results using EPA's SCREEN3 indicate that exposure levels to pollutants from increased traffic on 5th Street would be well below the accepted thresholds established under the National Ambient Air Quality Standards and would not be a significant impact. Carbon monoxide (CO), the largest single criteria pollutant emitted from gasoline vehicles, does not approach concentrations anywhere near the 8-hour threshold of 10 mg per cubic meter of air.	Split of traffic between 3rd Street and 5th Street lessens the air quality impact on 5th Street as compared to the two-way options on 5th described to the left.	Split of traffic between 3rd Street and 5th Street lessens the air quality impact on 5th Street as compared to the two-way options on 5th described to the left.	No change compared to existing conditions.	No change compared to existing conditions.
Noise	Noise impacts are being investigated. Relative increase in noise will be well below that required for mitigation (an increase in 10 dBA Leq or a peak hour level of 65 dBA Leq). As an example, exterior noise levels recently measured at residences near the I-5/1-205 junction range between 61 and 74 dBA Leq.	Noise impacts are being investigated. Relative increase in noise will be well below that required for mitigation (an increase in 10 dBA Leq or a peak hour level of 65 dBA Leq). As an example, exterior noise levels recently measured at residences near the I-5/1-205 junction range between 61 and 74 dBA Leq.	Split of traffic between 3rd Street and 5th Street lessens the noise impact on 5th Street as compared to the two-way options on 5th described to the left.	Split of traffic between 3rd Street and 5th Street lessens the noise impact on 5th Street as compared to the two-way options on 5th described to the left.	No change compared to existing conditions.	No change compared to existing conditions.
Pedestrian Safety	Signalized crossings at Hwy 214 would allow protected passage across the highway. Along 5th Street, project amenities such as sidewalks, ADA ramps, crosswalks, curb extensions, street lighting, and other potential pedestrian facilities would enhance pedestrian safety. Final locations and orientations of these items will be determined during final design. The geometric and streetscape designs can be tailored to foster appropriate speeds and lessen the impacts from the increase in traffic volume.	Signalized crossings at Hwy 214 would allow protected passage across the highway. Along 5th Street, project amenities such as sidewalks, ADA ramps, crosswalks, curb extensions, street lighting, and other potential pedestrian facilities would enhance pedestrian safety. Final locations and orientations of these items will be determined during final design. The geometric and streetscape designs can be tailored to foster appropriate speeds and lessen the impacts from the increase in traffic volume.	Signalized crossings at Hwy 214 would allow protected passage across the highway. Along 5th Street, there would be more potential for improved pedestrian safety compared to a two way alternative as pedestrians would only need to cross a single lane and direction of traffic. Sidewalks would typically be further removed from traffic as compared to Alternatives 1a and 1b. This alternative also offers the potential to incorporate a bike lane.	Signalized crossings at Hwy 214 would allow protected passage across the highway. Along 5th Street, there would be more potential for improved pedestrian safety compared to a two way alternative as pedestrians would only need to cross a single lane and direction of traffic. Sidewalks would typically be further removed from traffic as compared to Alternatives 1a and 1b. This alternative also offers the potential to incorporate a bike lane.	Addresses pedestrian crossing need at Hwy 214. No change on 5th Street compared to existing conditions.	No change compared to existing conditions.
Crime	New street lighting system and other enhanced facilities are expected to have a positive overall impact on crime. Additionally, police patrol vehicles would be able to circulate in the area more freely. The current dead-end configuration provides opportunity for isolation and unfavorable activities.	New street lighting system and other enhanced facilities are expected to have a positive overall impact on crime. Additionally, police patrol vehicles would be able to circulate in the area more freely. The current dead-end configuration provides opportunity for isolation and unfavorable activities.	New street lighting system and other enhanced facilities are expected to have a positive overall impact on crime. Additionally, police patrol vehicles would be able to circulate in the area more freely. The current dead-end configuration provides opportunity for isolation and unfavorable activities.	New street lighting system and other enhanced facilities are expected to have a positive overall impact on crime. Additionally, police patrol vehicles would be able to circulate in the area more freely. The current dead-end configuration provides opportunity for isolation and unfavorable activities.	No change compared to existing conditions.	No change compared to existing conditions.
Vehicle Speed	Speed limit is proposed to remain the same (20 in school zone when children are present and 25 mph at other times and elsewhere). Traffic calming measures will be implemented where appropriate to help maintain low speeds.	Speed limit is proposed to remain the same (20 in school zone when children are present and 25 mph at other times and elsewhere). Traffic calming measures will be implemented where appropriate to help maintain low speeds.	Speed limit is proposed to remain the same (20 in school zone when children are present and 25 mph at other times and elsewhere). Traffic calming measures will be implemented where appropriate to help maintain low speeds.	Speed limit is proposed to remain the same (20 in school zone when children are present and 25 mph at other times and elsewhere). Traffic calming measures will be implemented where appropriate to help maintain low speeds.	No change compared to existing conditions.	No change compared to existing conditions.
Parking	Parallel parking on at least one side of 5th street would be provided. Parking on both sides of street may be possible and parking orientations can can be adjusted to best meet neighborhood needs.	Parallel parking on at least one side of 5th street would be provided. Parking on both sides of street may be possible and parking orientations can can be adjusted to best meet neighborhood needs. Parking options will be more limited on Yew Street due to narrower right-of-way.	Greater parking flexibility as compared to two-way traffic alternative on 5th due to single lane traffic. Different combinations of parallel and angle parking on one or both sides of 3rd and 5th Street can be provided at appropriate locations. Parking options will be more limited on Yew Street due to narrower right-of-way.	Greater parking flexibility as compared to two-way traffic alternative on 5th due to single lane traffic. Different combinations of parallel and angle parking on one or both sides of 3rd and 5th Street can be provided at appropriate locations. Parking options will be more limited on Yew Street due to narrower right-of-way.	No change compared to existing conditions.	No change compared to existing conditions.
Landscaping	Goal is to preserve existing trees and landscaping to the extent practical. New landscaping strips between sidewalks and curbs can be provided where desired or omitted to provide greater parking capacity or meet other community needs. Existing landscaping in public right-of-way may be affected by other project elements such as sidewalks.	Goal is to preserve existing trees and landscaping to the extent practical. New landscaping strips between sidewalks and curbs can be provided where desired or omitted to provide greater parking capacity or meet other community needs. Existing landscaping in public right-of-way may be affected by other project elements such as sidewalks.	Same goals as two-way alternative on 5th, but greater flexibility to incorporate existing landscaping into design due to reduced need for street width with only one lane of traffic.	Same goals as two-way alternative on 5th, but greater flexibility to incorporate existing landscaping into design due to reduced need for street width with only one lane of traffic.	No change compared to existing conditions.	No change compared to existing conditions.
Right-of-way	No additional right-of-way would be required.	Additional right-of-way would be required to connect Yew Street between 3rd and 5th Street.	Additional right-of-way would be required to connect Yew Street between 3rd and 5th Street.	Additional right-of-way would be required to connect Yew Street between 3rd and 5th Street.	No additional right-of-way would be required.	No additional right-of-way would be required.
Property Value	The results could be variable depending on the particular residence. Experience on other projects shows that increased public amenities generally improve overall neighborhood values.	The results could be variable depending on the particular residence. Experience on other projects shows that increased public amenities generally improve overall neighborhood values.	The results could be variable depending on the particular residence. Experience on other projects shows that increased public amenities generally improve overall neighborhood values.	The results could be variable depending on the particular residence. Experience on other projects shows that increased public amenities generally improve overall neighborhood values.	Unknown.	No change compared to existing conditions.
Encroachment on Residences	No encroachment would occur on private property, but because residential landscaping currently continues past the right-of-way line, it may appear that the 5th Street project elements encroach on residences.	No encroachment would occur on private property, with the exception of the properties between 3rd and 5th. As noted for Alternative 1a, because residential landscaping currently continues past the right-of-way line, it may appear that the 5th Street project elements encroach on residences.	No encroachment would occur on private property, with the exception of the properties between 3rd and 5th. As noted for Alternative 1a, because residential landscaping currently continues past the right-of-way line, it may appear that the 5th Street project elements encroach on residences.	No encroachment would occur on private property, with the exception of the properties between 3rd and 5th. As noted for Alternative 1a, because residential landscaping currently continues past the right-of-way line, it may appear that the 5th Street project elements encroach on residences.	No change compared to existing conditions.	No change compared to existing conditions.
Estimated project cost	Approximately \$2.1 Million for construction and construction administration	Approximately \$3.0 Million for construction, construction administration and right-of-way acquisition	Approximately \$3.0 Million for construction, construction administration and right-of-way acquisition	Approximately \$3.0 Million for construction, construction administration and right-of-way acquisition	Unknown.	No change compared to existing conditions.